

**In The Claims:**

1. (Original) A method of controlling a vehicle comprising:  
determining a relative roll angle;  
determining when the vehicle is in a transitional maneuver; and  
when the vehicle is in a transitional maneuver, setting a roll signal  
for control to the relative roll angle.
2. (Original) A method as recited in claim 1 further comprising  
when the vehicle is in a transitional maneuver and the two inside wheels are  
grounded, setting a roll signal for control to the relative roll angle.
3. (Currently Amended) A method as recited in claim 1 further  
comprising when the vehicle is not in a transitional maneuver and the relative roll  
angle is less than a threshold, setting a reference bank to the maximum of a  
previously determined reference bank or the relative roll angle plus [[the]] a  
wheel departure angle.
4. (Original) A method as recited in claim 1 further comprising  
operating a safety system in response to the roll signal for control.
5. (Original) A method as recited in claim 1 further comprising a  
vehicle rollover in response to the roll signal for control.
6. (Original) A method as recited in claim 1 wherein the transitional  
maneuver is a right to left maneuver.
7. (Original) A method as recited in claim 1 wherein the transitional  
maneuver is a left to right maneuver.

8. (Currently Amended) A method of controlling a vehicle comprising:

determining a relative roll angle;

determining a wheel lift status; and

when the relative roll angle is above a non-transition threshold and the wheel lift status is grounded, adjusting [[the]] a reference bank angle to the maximum of either the reference bank angle or the relative roll angle plus the wheel departure angle.

9. (Original) A method as recited in claim 8 further comprising generating a roll signal for control in response to the reference bank angle.

10. (Original) A method as recited in claim 9 further comprising operating a safety system in response to the roll signal for control.

11. (Original) A method as recited in claim 9 further comprising a vehicle rollover in response to the roll signal for control.

12. (Original) A method as recited in claim 8 wherein the wheel lift status is a grounded status at one of two inside wheels.

13. (Original) A method of operating a vehicle comprising:

determining roll condition;

holding a peak brake pressure to counteract rollover;

determining a first wheel departure angle;

determining a second wheel departure angle after the first wheel departure angle; and

when the change of the first wheel departure angle and the second wheel departure angle is less than a threshold, releasing the peak brake pressure.

14. (Original) A method as recited in claim 13 further comprising determining a roll rate, when the vehicle is below a predetermined roll rate, releasing the peak pressure.

15. (Original) A method as recited in claim 13 further comprising counteracting a rollover in response to the brake pressure.

16. (Original) A method of operating a vehicle comprising:  
determining a drive torque;  
determining a wheel departure angle; and  
when the drive torque is below a first threshold and the wheel departure angle is less than a second threshold, initiating active wheel lift detection.

17. (Original) A method as recited in claim 16 wherein initiating comprises requesting an engine torque reduction.

18. (Original) A method as recited in claim 16 wherein initiating comprises requesting a brake pressure command to a wheel.